IN THE SPECIFICATION:

Insert the following heading after the title and before line 1:

BACKGROUND OF THE INVENTION

Please amend the heading before paragraph [0002] as follows:

BACKGROUND ~~OF THE INVENTION~~ INFORMATION

Please amend paragraph [0033] as follows:

The vehicle 10 further has a load-carrying platform 20 mounted on the vehicle body 11, an operator control panel 21 mounted to a ~~read~~ rear end of the load-carrying platform 20, and left and right operation handlebars 30L, 30R extending from a rear portion of the operator control panel 21 obliquely upward in a rearward direction of the ~~snowplow~~ motorized crawler cart 10. The handlebars 30L, 30R may be so arranged to extend from ~~form~~ the vehicle body 11 or the platform 20. The operator control panel 21 is provided with an accelerator lever 22.

Please amend paragraph [0037] as follows:

The accelerator lever 22 is manually actuated to control the direction and speed of movement of the vehicle 10. The accelerator lever 22 is normally disposed in a neutral

position where the vehicle is stopped. The position of the acceleration lever 22 is monitored by an accelerator potentiometer 26 shown in Fig. 2A. The output from the accelerator potentiometer ~~28~~ 26 varies linearly with the amount of angular displacement of the accelerator lever 22, as indicated by a graph shown in Fig. 2B. In the illustrated embodiment, the output from the accelerator potentiometer 26 is set to vary within a range from 0 to 5.0 volts (V). A maximum forward speed of the vehicle is achieved when the output from the accelerator potentiometer ~~28~~ 26 is +5.0 V. A maximum backward vehicle speed is achieved when the accelerator potentiometer output is 0 volt. The vehicle is stopped when the accelerator potentiometer output is 2.5 V.

Please amend paragraph [0038] as follows:

Fig. 3 shows a free end portion of the operation handlebar 30L, 30R including the handgrip 25L, 25R. The turn control lever 23L, 23R is pivotally connected by a hinge pin 31L, 31R to the handlebar 30L, 30R so as to extend along the handgrip 25L, 25R. The turn control lever 23L, 23R is firmly connected to one end of an actuator arm 32L, 32R of a brake potentiometer ~~27~~ 27a, 27b so that the actuator 32L, 32R angularly moves or turns in unison with the turn control lever 25L, 25R. The brake potentiometer 27L, 27R is designed such

that the output from the brake potentiometer ~~27~~ 27a, 27b varies linearly with the amount of angular displacement of the actuator arm 32L, 32R and turn control lever 23L, 23R. As shown in Fig. 3, the turn control lever 23L, 23R is angularly movable between an initial zero-brake position (first position) P1 indicated by the solid line and a stroke end position (second position) P2 indicated by two-dot chain line through a full-brake position (third position) P3 indicated by the dashed line. The turn control lever 23L, 23R is normally disposed in the solid-lined zero-brake position P1 by the force of a return spring 33L, 33R.

Please amend paragraph [0046] as follows:

When the left or right turn control lever 23L, 23R is pulled to approach the handgrip 25L, ~~25~~ 25R across the full-brake position P2 (Figs. 4A and 4B), turn control operation is achieved under the control of the control unit 24 so as to ensure that the vehicle makes a turn while staying at the same ~~direction~~ position (spot turn). The turn control operation will be described with reference to a flowchart shown in Fig. 6.

Please amend paragraph [0046] as follows:

At a first step ST01, a judgment is made to determine as to whether or not the output signal BKLV from the

left brake potentiometer 27L (Fig. 5) is greater than Vm (Fig. 4B). When the result of judgment is "YES" (BKLV>Vm), this means that the left turn control lever 23L is ~~dispose~~ disposed in the turn control range defined between the full-brake position P3 and the stroke end position P2 (Figs. 3 and 4A). The control then goes on to a step ST02. Alternately, when the result of judgment is "NO" (BKLV, $\leq$ Vm), the control moves to a step ST07.

Please amend paragraph [0064] as follows:

It will readily be understood that by merely manipulating the turn control levers 23L, 23R in an appropriate manner, the vehicle can make a gradual turn, a normal pivot turn or a spot turn. The turn control levers 23L, 23R double in function as brake control levers to achieve gradual turns and a normal pivot turn, and also as ~~a~~ spot-turn initiating levers to achieve a spot turn. This obviates the need for the provision of a separate lever used exclusively for achieving different sorts of turn. The motorized vehicle is relatively simple in construction and can easily be operated even by an un-skilled operator.

Please amend paragraph [0069] as follows:

With the control system arranged as shown in Fig. 11, when the left brake control lever 23L is manipulated or otherwise pulled by the operator, the left brake potentiometer 27L generates an output signal BKLV corresponding in magnitude to the amount of angular displacement of the brake control lever 23L. Upon receipt of the output signal BKLV from the brake potentiometer 27L, the controller 24 sends a command signal to the left brake driver 28L so that the left brake 17L is driven to apply to the left electric motor 13L a brake force corresponding to the position of the left brake control lever 23L. By thus braking the electric motor 13L, the rotating speed of the left driving wheel 15L decreases linearly with the amount of displacement of the left brake control lever 23L. When the brake control lever 23L is pulled so as to assume the full-brake position P2 (Fig. 10A), a maximum brake force is applied from the left brake 17L to the left motor 13L, thereby stopping rotation of the left motor 13L. Thus, the left driving wheel ~~15K~~ 15L is stopped. Similarly, when the right brake control lever 23R is manipulated or otherwise pulled by the operator, the control unit 24 controls operation of the right brake 17R via the right brake driver 28R so that the right motor 13R is braked with a brake force variable linearly with the output BKRV from the right brake potentiometer 27R. When the right brake

control lever 23R is in the full-brake position P2 (Fig. 10A), the output BKRV from the right brake potentiometer 27R has a maximum value. This makes the right motor 13R to stop rotation by the effect of a maximum brake force applied from the right brake 17R.

Please amend paragraph [0090] as follows:

The operation handlebars 47L, 47R each have a handgrip 48L, 48R at the distal end (free end) thereof. The left handlebar 47L has a parking brake lever 54 disposed in close proximity to the handgrip 48L. The parking brake lever 54 is of the deadman lever type and is adapted to be gripped by the operator together with the left handgrip 48L. When gripped, the parking brake lever 54 turns about a pivot pin 54a in a direction toward the handgrip 48L. With this movement of the parking brake lever 54, a brake switch 55 (Fig. 16) is turned on, thereby releasing a brake on the driving wheels 72L, 72R. The left and right handlebars 14L, 47R further have turn control levers 56L, 56R associated with the respective handgrips ~~18, 18~~ 48L, 48.

Please amend paragraph [0093] as follows:

A second driving pulley 67a is coupled via an electromagnetic clutch 66 to the output shaft 65 of the engine 44, and a second driven pulley 68b is connected to one end of

a rotating shaft 68a. The second driving and driven pulleys 67a, 68b are connected by a second endless belt 67b. The rotating shaft 68a is connected to a central shaft of the auger 43a via a worm gear speed reducing mechanism (not designated). The rotating shaft ~~168a~~ 68a is also connected to the blower 43b. While the engine 44 is running, the auger 43a and blower 43b are drivable through the second belt drive 67a, 67b, 68b when the electromagnetic clutch 66 is in the engaged state.